

Advertiser.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL ON

NAPLES, GENOA, ALGIERS, "YORK" (T. 17,000) WEDNESDAY,
GIBRALTAR, SOUTHAMPTON, Capt. J. Randermann 2nd November.SHANGHAI, NAGASAKI, KOBE "LUXOR" (T. 17,000) About
and YOKOHAMA Capt. B. Wilhelmi 2nd November.MANILA, YAP, MARION, NEW-
GUINEA, BRISBANE, SYDNEY AND MELBOURNE "PRINS WALDEMAR" (T. 6,100) SATURDAY,
Capt. F. Isenbeck (T. 6,100) 5th Nov. Daylight.YOKOHAMA and KOBE "PRINCE SIGISMUND" (T. 6,000) About TUESDAY,
Capt. D. Lens (T. 6,000) 5th November.All the steamers of the European Line are fitted with Wireless Telegraphy New System of
Telefunkens.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 5th October, 1910.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address—"DOCK" Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and
Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 378, 508, or 681.

No. 1 DOCK.

Docking Length 515 ft.

Width of Entrance 80 ft.

Water on Blocks 28 ft.

No. 2 DOCK.

Docking Length 376 ft.

Width of Entrance 50 ft.

Water on Blocks 26 ft.

No. 3 DOCK.

Docking Length 484 ft.

Width of Entrance 63 ft.

Water on Block 24 ft.

Mooring buoys 600 feet x 100 feet x 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boiler, tire, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midori Office 533, or 575; Custom Branch Office 1592, Takashimacho
Offices 152, or 201; Irisaicho Office 255.

106 buildings, principally of brick and steel, 358 entrances, 13 buildings are private bonded warehouses. Floor area 75,343 square yards or 15.15 acres. Direct water frontage of 2.36 miles in length, part having a depth of 15 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick, 142, launchers, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.

THE CHINESE EMPIRE.

RE-EMBODIMENT.

PEKIN, 1 Sept.

From time to time most curious Imperial Edicts are promulgated in the official Government organ, the "Pekin Gazette." Of course all things are possible with the rules of the Celestial Empire, the Son of Heaven, and none except "barbarians" like myself was surprised to read recently that the Prince Regent, in the name of the four-year-old Emperor, had decreed that a certain *bu-tu-ku-to*, one of the high ecclesiastics of Tibet, desecrated more than two years ago, should now be re-encomated. This was the decree:

"We have received a memorial from the Imperial Resident in Tibet, Tien Yu, stating that in the twenty-fifth year of Kuang the deposed Dalai Lama recommended in a dispatch that the saint of Timu, A-Wang-Ta-Pu-Chang, Chong-Li-Yao, Chieh, who engaged Lame Chan-Tui-Kang-Pe to make an attempt on his (the Dalai Lama's) life by sorcery, be dispossessed of his titles of Saint and Chen Shan Buddha. But according to the joint petitions (received later) from the Lamas of other temples, it appears that the said saint, who was free from bad conduct, was falsely accused, and grace was asked on his behalf.

SYMPATHY WITH THE DEAD.

"As the circumstances of this case have been thoroughly investigated by Leo Gu, we sympathise with the Saint of Timu for having been accused without foundation, and it is hereby commanded that his titles of Shan Buddha and Saint of Timu be restored to him, and that he be entitled to re-encomation.

"The property and estate in the temple are to be returned to him after an inventory has been taken by the Treasury Department, so as to do him justice and to protect the Yellow (Buddhist) Church.

"The proper Board shall take note of this."

There was evidently more to this weird affair than the Edict divulged; and I inquired, therefore, of some Chinese friends who know the meanings of things in their peculiar country, and also some Europeans wise in the ways of the Chinese Government.

It seems that the Saint of Timu was one of those higher dignitaries of the Lamas who are entitled, like the Dalai and Panchen Lamas, to successive reincarnations. No sooner does his soul depart one human form than it enters another. Hence the curious wording of the Edict, which gave no hint of the pressure put upon the butchete's son to depart from the last body it had had the temerity to occupy.

SAINTS RE-LIVED.

Now, the ex-Dalai Lamas, the temporal as distinct from the religious head of the Tibetan faith, was evidently much of a rogue, and deserved to be driven out of the country by the Chinese troops. For he caused this unfortunate butchete of many names to lose his head for no other reason than his failure to fall in with the Dalai's suggestion of sharing his spoils. For the butchete was very rich, according to my Chinese friends.

It is, of course, comprehensible to a Western intellect how a soul can be set free, but to re-establish one in a mortal coil requires some little elucidation.

For some centuries, and until comparatively recent times, the relatives and persons surrounding each successive Tibetan Pontiff contrived by more or less open acts of fraud to indicate after his death the individual whom it suited them to select as the new incarnation.

It was in order to obviate proceedings of this kind, which had more than once brought forward persons distasteful and dangerous to the several powers, that the Emperor Kien Lung eradicated, in 1794, that the succession, both to the august office of Dalai Lama and also that to other spiritual dignitaries, should be determined in the following manner.

THE LAMA LOTTERY.

At the decease of such Dalai Lamas—when, like all members of the class endowed with the privilege of successive birth, he is said to have "entered upon the perfection of repose"—inquiries are made by the priesthood with reference to miraculous signs which may have been observed in attendance upon the birth of children at about the period of the Lama's death.

Particulars of the required kind are always procured, and these are transcribed to form to the Chinese authorities at Lhasa. After reports have been made to "Pekin, a certain sum" of infants are brought, with their parent, to the Tibetan capital, where, on an appointed day, their names are inscribed on slips of wood, which, after being carefully sealed, are deposited in a golden urn prescribed by the Emperor Kien Lung.

The name drawn forth from the urn is hailed amid universal rejoicing as that of the new incarnation, and the Dalai Lama is declared to have "come forth to re-encomation." After a short period the newly acclaimed Pontif, at the age of perhaps two or three years, is solemnly enthroned, and during his long ensuing minority he remains as a matter of course a puppie to the hands of the Chinese Imperial Resident.

In this same way the lesser ecclesiastical dignitaries, the butchete, will be called back to life to succeed again the older, and, like estates.

Being puzzled about the ex-Dalai Lama, I inquired of my friends whether he would be deprieved of his spirit and left to walk about the earth a soulless body. For such, it seemed to me, would be his plight if he became the Emperor of China, or rather the Regent who acts in the interregnum. My friends assured me that such an effect followed the Lama's soul elsewhere. But I found that the Chinese and the Shuddites, Tibetans, indeed, to be reasonable people. Thus, they believe that since the ex-Dalai Lama was not a good man, he could not have been the true incarnation; and it is the intention to re-encomate the new Pontif in his stead. In fact, the Chinese have given up the idea of the Pekin Resident Dald into years that the old Lama's soul should be allowed to remain in the body.

THE CHINESE EMPIRE.

RE-EMBODIMENT.

PEKIN, 1 Sept.

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METHORLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signals:

1. A COME point upwards indicates a Typhoon to the North of the Colony.

2. A COME point upward and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A COME point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A COME point downwards indicates a Typhoon to the South of the Colony.

6. A COME point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A COME point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. "Tamar," Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. "Tamar,"

I. Three Lights Vertical, Green Green Green,

indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green,

indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights, a Blue, Red Green Red,

indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the same order, the information conveyed by this signal being published by night.

These Night Signals will be exhibited on the Day Signals at night, and, if necessary, be altered during the night.

SUPPLEMENTARY WARNS.

For the benefit of Marine Officers and Masters of Ocean Vessels, a Cross will be exhibited in each of the following stations under the mast of the above Day Signals, indicating the following:

Gas Rock, America.

Wingfield, Australia.

Davidson, Australia.

Port Jackson, Australia.

This will indicate that there is a danger of fog in the vicinity.

Other Signals see Notes.

Intimation.

**Wm.
Powell,
Ld.,**

GENTS'**OUTFITTERS****SPECIALISTS**

IN

EVENING**WEAR****COURT . . .****SHOES,****OXFORD****SHOES,****DRESS . . .****SHOES,****PATENT****BOOTS . . .**

IN

SMART . . .**SHAPES . . .***Soft and Stiff
Dress Shirts***DRESS GLOVES,****DRESS TIES,****DRESS SOCKS,****ETC. ETC. ETC.****W.M. POWELL,****LTD.**

28, Queen's Road.

(Opposite Clock Tower)

Intimations.**HONGKONG.****THE TRADE MARKS ORDINANCE, 1909.****APPLICATION FOR REGISTRATION OF TRADE MARK.**

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, have, on the 9th day of July, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

The Trade Mark consists of a water design out of which protrude four moulds covered with net-work, the net-work being apparently held down by stakes or poles of peculiar shape. In the background of the label are depicted a number of birds flying, and also the name of the brand in Chinese characters 千羽 and Japanese characters 千羽 and the name of the Company, in Chinese 英國卷煙草株式會社.

in the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—MANUFACTURED TOBACCO IN CLASS 45.

A facsimile of the Trade Mark can be seen at the Office of the Registrar of Trade Marks, Hongkong.

Dated the 9th day of July, 1910.

BRITISH CIGARETTE COMPANY, LIMITED,

R. G. GREGORY,

Director. [56]

HONGKONG.

TRADE MARKS ORDINANCE, 1909.**APPLICATION FOR REGISTRATION OF TRADE MARK.**

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The Trade Mark consists of a large panel showing a squat wooden bucket on the left side, immediately above which is shown a Convolvulus flower in full blossom. At the foot of the bucket, a bud and two leaves of the same flower are depicted, and to the right of the bucket, nearly in the center of this large panel, is seen one Convolvulus in full blossom, and one bud with three leaves growing from the vine which runs to the top of the panel. At the foot of the large panel, a narrow band is shown in a circle, the circles being joined together by a scroll work of peculiar design.

The name of the brand in Chinese characters 千羽 and Japanese characters 千羽 is shown in the body of the large panel. On the bucket is the name of the Company in Chinese characters 英國卷煙草株式會社.

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The Trade Mark consists of a panel showing two pyramids at the top, and the top is seen an imitation cloud effect. On the top left hand of the panel a bird is shown in the act of flying to the ground. Over the whole panel a lance-work is drawn, which is attached a number of flower blossoms.

On the left side of the panel, the name of the Company in Chinese characters 英國卷煙草株式會社, and in the centre and right side, the name of the brand in Chinese 千羽 and Japanese respectively is depicted.

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R. G. GREGORY,

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VISCONTE TARUCHI ON CHOSEN.**PRESENT CONDITIONS AND FUTURE PROSPECTS.**

Viscount Taruchi passed through Kobe on his way from Shimamoto to Tokio early this morning. While at Shimamoto His Excellency was interviewed by a representative of the Jiji to whom (according to the Japan Herald's translation) he stated as follows:—

"Chosen remains in a very pacific state at the annexation, and what has impressed me most as a result of the incorporation is the remarkable difficulty with which the Korean people have submitted to the amalgamation. The report that some newly created Chosen peers are entertaining discontent is unfounded, with the exception of those who, although rejoicing in their hearts, pretend to be indifferent to the honor conferred upon them. Among the new peers there is now a proposal of appointing fifty delegates to be despatched to Japan to express their sense of gratitude to the Throne. This party comprises many Korean ladies who have never before emerged from the seclusion and it will leave Chosen probably on the 25th of this month. Prince and Princess Ya have expressed their desire on several occasions to visit Tokio, but owing to the absence of proper opportunities their wishes have not been carried out."

Regarding the distribution of the pension bonds to the amount of Y30,000,000, the sum of Y17,000,000 will be given to the Yangtze, and to the people through the district authorities with a view to encouraging the development of industries. The method of making appropriations is to be left to the discretion of various local authorities. Each district will have about Y30,000 allotted to it. The Government will take charge of these bonds, distributing only annual interest. The remaining sum of Y3,000,000 has been given to the family of Prince Ya and newly-created peers.

"Concerning the development of the country, the terms of the railway construction scheme will be shortened so as to facilitate traffic, and bring into closer touch the economic relations of various provinces. Immigration is to be entrusted to the Takushoku Kaihatsu. No radical change or extensive enterprise are contemplated. Regarding the suppression of newspapers, it is a natural outcome of the circumstances; in other words it is a punishment brought upon them by their own actions."

The Viscount is due at Shimabashi at 11.30 to-morrow morning. According to veracolor papers an Imperial Chamberlain will be sent to the station to welcome him. By special permission a guard of honour will surround his carriage during his journey to the Imperial Palace from the Station. After an audience with the Emperor Viscount Taruchi will lunch with His Majesty. Marquis Katsura, the Premier, Marshall Marquis Yamagata, and Baron Watanabe, Minister of the Household, are expected to be present also.

BENEFICENT MICROBES.

Four hundred million microbes are being carefully nursed and guarded in the laboratory at St. Bartholomew's Hospital until they can be used as a cure for one of the patients, says the "Daily Mail."

The patient is suffering from a chronic empyema, as it inflammation of the coverings of the lung, which has resulted in the formation of abscesses somewhere between the lungs and the encircling ribs. The disease first appeared seven years ago and was apparently cured by an operation. Since then, however, three fresh outbreaks have occurred in the same region showing that the causative germs have never been thoroughly driven out of the system.

The microbes under cultivation are the direct descendants of germs collected from the long secretions. The part they will play in effecting a permanent cure of the patient was explained by one of the bacteriologists at the laboratory recently.

"We found that three micro-organisms scientifically known as (1) streptococci, (2) trephylcocci, and (3) pneumococci were present in equal quantities in the discharge from the lungs. These germs were therefore cultivated and when we have grown the three kinds to practically the same, microbe-strength the microbes will be killed by heating the solutions, and a dose of dead-microbes, ten million of each variety, will be injected into the tissues under the skin of the patient's arm. These dead microbes in the patient's body will lead to the formation of substances which will attack and kill the three varieties of live microbes causing the trouble in the lung."

At intervals larger doses will be given until finally one hundred million germs can be injected at one time. This maximum dose, it is expected, will complete the rout of the destructive microbes in the patient's lungs and render the case permanent.

TOTAL CRUISER.**BRITISH WARSHIP WITHOUT A GROG TUB.**

The cruiser *Ruler*, which left Portsmouth last month for Halifax, Nova Scotia, is the first British warship for many years to leave a Home port without a grog tub on board. Practically her crew are teetotalers, and no grog ration is to be issued. This departure from established routine is explained by the fact that the *Ruler* has been lent by the Admiralty to the Canadian Government for service in connection with the Dominion's new Navy. The crew are for the most part specially enlisted men, with about eight petty officers of the Royal Navy, who are going out as instructors. Consequently the ship's company get Canadian Navy pay and rations, which are much better than the Home Navy's, in spite of the absence of g.r.g. The missing arrangements for the crew are admirable. The Paymaster supervises them, and he is allowed an average of about one shilling and sixpence per day per man for luxuries over and above the strict Service ration. As a result the Canadian crew gets five shillings per day.

The *Ruler* was inspected by Rear Admiral C. E. Kingwill, Canadian Naval Commissioner, and the officers and men were given a hearty welcome.

By Order, — THE MANAGER,

HONGKONG TELEGRAPH CO. LTD.

Hongkong, 26 October 1910.

Entertainments.**RETURN ENGAGEMENT****OF****THE GREAT NICOLA****The Mystifier.****TWO DAYS ONLY.**

Friday, Oct. 28th,

AND

Saturday, Oct. 29th.

Those not having had the pleasure of witnessing the Wonder of the Age will have the LAST OPPORTUNITY on Friday and Saturday.

ENTIRE CHANGE**OF PROGRAMME.**

Tickets at ROBINSON PIANO COMPANY.

Matinee: Saturday.

Hongkong, 22 October, 1910. [66]

MINISTERING CHILDREN'S LEAGUE.

UNDER THE PATRONAGE OF HIS EXCELLENCY THE GOVERNOR.

A BAZAAR AND FANCY FETE

will be held in the VOLUNTEER PARADE GROUND (by kind permission of the Commandant and Officers, Hongkong Volunteers),

on

SATURDAY,

October 26th, from 2.30 to 6.30 P.M.

4 P.M. Children's Play.

Proceeds to be divided amongst various local charities for children, and the Hongkong Cot in the M. C. L. Home at Ottershaw, Surrey.

If wet, the Bazaar will be held in the Volunteer Drill Hall.

NO CHITS TAKEN.

Hongkong, 21st October, 1910. [66]

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Intimations.**HUNG ON & CO., SHOW ROOM AND STORE**

at the Premises formerly occupied by

A CHEE & CO.,

174, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CLOCKERY, CUTLERY, ELECTRIC AND SILVER PLATED, GLASS AND IRONWARE, OF ALL DESCRIPTIONS, ALWAYS ON HAND, FOR SALE OR ON HIRE AT MODERATE RATES.

Hongkong, 1st October, 1910. [66]

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THERAPION MAY NOW ALSO BE OBTAINED DRUGS (TASTLESS) FORM.**THE NEW FRENCH REMEDY**

TRADE THERAPION MARK.

This successful and highly popular remedy, now in the Continental Hospitals by Richard, Konstan, Jules, Veiprau and others, combines all the desiderata to be found in a medicine of this kind, and surpasses every other in its rapidity of action.

THERAPION NO. 3

is a highly absorbent, easily prepared, and quickly effective remedy, using the principle of absorption to remove all deleterious matter from the body.

THERAPION NO. 2

is a powerful antiseptic, and has the power of removing joints, secondary symptoms, goit, rheumatism, and all diseases for which it has been too much in fashion. It is a powerful remedy for the cure of ulcers, toothache, and all diseases of the mouth, and is especially useful in the treatment of scrofula, warts, corns, etc.

THERAPION NO. 1

is a powerful antiseptic, and has the power of removing joints, secondary symptoms, goit, rheumatism, and all diseases for which it has been too much in fashion. It is a powerful remedy for the cure of ulcers, toothache, and all diseases of the mouth, and is especially useful in the treatment of scrofula, warts, corns, etc.

THERAPION

is sold by principal

Druggists in England, 1/6 per package.

and elsewhere above Trade Mark, who will supply it in boxes of 100, 200, 500, 1000, 2000, 5000, 10000, 20000, 50000, 100000, 200000, 500000, 1000000, 2000000, 500

BIG FIRE AT SHANGHAI.**A LARGE GODOWN ABLAZE.**

In the early hours of yesterday morning, reports the *N.C.D. News*, it is said, a disastrous fire broke out on the outskirts of the Settlement, in North Soochow Road. The alarm was given about 12.30 a.m., the news being brought by a constable to the West Hongkong Police Station about the same time that the blaze was noticed by the Central Bell-tower man. The Victorias, the first Company to reach the scene, found the Sino-Belgian Bank's Godown burning furiously, though the rest of the brigade turned out promptly, and little time was lost in getting the Fire King and two other steamers to work, pumping from the Soochow Creek, the flames had established too strong a hold to be easily mastered.

The fire was first noticed in the South-East corner of the first storey. It spread rapidly backwards until the whole of the front portion of the godown was alight. The iron shutters of the windows soon became red-hot, and the floors and roof collapsed in succession, until only the outer walls of the building and a few charred timbers remained. As the flames spread backwards they were checked by a fireproof wall, separating the godown into two parts. From the roof of an adjoining native tea godown, access to which was gained by means of the Victoria's turntable escape, and from the surrounding alleyways, torrents of water were poured on to the flames, and though the main portion of the godown was gutted the brigade succeeded in saving the rear portion, and in preventing the fire from spreading in any other direction. As the scene of the fire was beyond Settlement limits only two hydrants were available, but the proximity of the Soochow Creek gave the firemen an unlimited supply of water. During the fire it was ludicrous to see the Paoshan fire brigade, with its toy apparatus, pumping a diminutive stream in the direction of the flames.

The Fire Brigade was in charge of the Senior Foreman, Mr. Macphill, of the Deluge Company, the Chief Engineer being detained at his residence by his motorcar taking fire. The Mi-ho-loo-ga and the Deluge worked from the roof of the tea godown on the West sides, while the Victorias were stationed along the creek front, and the Hoogkwas with another detachment of the Mi-ho-loongs operated on the Western side of the godown. It was not until 3.30 a.m. that the fire could be said to be under control, and many of the fifteen did not leave the scene of the outbreak until nearly 5 a.m. All day yesterday two hydrants streams were kept playing on the ruins by members of the coolie corps. In the afternoon the ruins presented a sorry spectacle. Only the mere shell of the front portion of the godown remained. The iron window shutters were crumpled and bent into fantastic shapes. Corroded iron from the roof, bent and twisted by the intense heat, was strewn all round the building and only charred beams marked the position of the floors. The ground inside the godown was covered with piles of burnt or charred cocoons, and the water gushing out from the entrance carried with it cinders and clods from the ruins.

At the time of the outbreak the front portion of the godown contained 8,277 bags of cocoons, 47 bags of flaxseed meal, 43 cases of eggs, and 300 kgs. of nails. The total insurance is believed to amount to Rs. 765,000, of which Rs. 205,000 covers the bank's own cargo and the building. The origin of the fire is obscured in mystery. The godown was locked up as usual the preceding evening, and a Chinese watchman remained on duty outside the premises. It can, therefore, only be supposed that the conflagration was started by spontaneous combustion among the cocoons.

RICE MILLS BURN.**BIG FIRE IN BANGKOK.**

The Bangkok Daily Mail, of 10th inst., says:—Yesterday evening about half past six o'clock, fire broke out in one of the mills of Yong Keng Chanat Bokluk and rapidly spread to an adjoining mill of the same owner, burning both to the ground.

The cause of the fire is not known. The mill which first caught was an old one and had been closed for a month for repairs and the erection of a new plant, and started work yesterday morning for half a day for the first time. The mills were closed, the doors were locked and the night watchman was on duty at the time. The flames were first seen in the fourth story of the mill and the employees worked hard to extinguish them, and on seeing the futility of this, they telephoned for the fire departments. The Navy Dept.'s fire brigade and a Chinese fire brigade were soon on the scene, but by that time it was impossible to do more than to keep the fire within bounds. Large numbers of police also were present to help. The mill Kwang Hop Seng (Kim Moey) adjoining had a narrow escape, as it was separated from the burning building by only a brick wall and a very narrow lane.

The two burned mills belonged to Khen Ying Soon, the widow of Phya Chodck Raja Sais, whose firm name is Yong Heng Chan.

The old mill which was burned had just been overhauled and a lot of new machinery installed at great cost. The Bangkok Dock Co. were to erect some new machines in it to-day if it had not burned. A large amount of paddy and white rice which was ready to be shipped was also destroyed. The owner cannot value the total loss now but estimates it at between six and seven hundred thousand taels.

Luckily, it was well insured, the new mill and plant being insured for Tls. 250,000; the old mill and plant for Tls. 14,000 and the stock of paddy and rice for Tls. 8,000 in each mill, or a total insurance of Tls. 350,000.

Estimated cost of about Tls. 100,000 and other expenses of about Tls. 10,000. The owner can

PROPER EXERCISE.**NOTHING LIKE WALKING.**

Some years ago, says the *Standard Mercury*, Dr. Canfield of Hongkong lectured on this subject, and having had a good deal of expert experience was able to give you a little good advice. He agreed with many other doctors, and experts that for getting "fit" and keeping so there is nothing like walking, done at the right time and in the right way. And the right time is not the early morning before breakfast, when of all times the body is least toned up, when muscles are slack, and vitality not at its best. The time for walking is

BEFORE SUN-DOWN.

Morning exercise is to be taken at all, let it be riding. But the afternoon walk is the thing. How much is to be done depends naturally on the object in view. If a man is to take part in the International Walking Competition, his preparation must be of a more complete and exacting kind; if he merely wishes to dispose of adipose tissue for the purposes of a football or hockey match. Indeed the heavier the call to be made, the more complete, and the longer in duration, should the preparation be. But care should be taken not to tire

OVERCO TRAINING.

That spinal staleness, listlessness and lack of pleasure, a sure sign that rest is imperative, and for a time an entire change, the one great maxim being ever remembered that it is only when exercise is enjoyable that the fullest possible good is being got out of it.

The organs which demand most attention in training are the heart and lungs. Especially in running and rowing are these liable to be tried more than may be for them, and in consequence those exercises are found to provide, perhaps, a greater percentage of breakdown than any others. A sport in an eight or a four when crews are on a level takes

MORE VITAL ENERGY.

out of the human frame within a given number of seconds than perhaps anything else can do. We have seen the effects again and again at the finish of such races as the University eight, when, in spite of the most painstaking, the most protracted, and the most scientific training possible the crews are practically exhausted for the time being.

Dr. Canfield says that no animal can compare with man for power of endurance under severe muscular exertion if the man is really fit. What horse, he asked, was ever known to keep up a hundred miles a day for six or more days in succession? Yet that has been

DONE BY MEN.

Only the fit should attempt it, however, and then only under medical supervision. One of the pleasantest methods of keeping in good form is dancing provided of course it is enjoyed in well-ventilated rooms.

Modern trainers are wiser in their generation than their predecessors, who thought that the presence of pleasure in training was a sure sign that things were not as they should be. Not food that the appetite craved for, but food which the trainer, no physiological expert himself, thought most muscle-giving was provided.

N.P.K. PASSENGER RATES.**ALL ROUND REDUCTION.**

A big reduction has been made in the passenger rates to and from the Orient by the Nippon Yusen Kaisha. The saloon passenger rate between Victoria and Seattle and Yokohama has been cut from \$175 to \$155, and similarly large reductions have been made in the rates to other ports in the Far East, in both first and second class fares, while no change has been made in the steerage rates. No announcement has been made by the Canadian Pacific Railway Company or other lines in the transpacific trade, of any change in their passenger rates; but it is anticipated that a general reduction will be made. It is not known whether the cut will mean a rate war. It is not anticipated by shipping men that it will.

The new rate made by the Japanese steamship line shows a big reduction in all lines. There is a cut of \$50 in the fares to and from Yokohama and in the return rates a reduction of from \$78 in the tickets for four months' time and \$85 for a year is given. The second class fare is cut from \$100 to \$85 between Victoria, Seattle and Yokohama. The new rates, compared with the old tariff, on the Nippon Yusen Kaisha line, is as follows:

To Yokohama, \$1.50, old rate \$1.75; Kobe, \$107.50, old rate \$1.80; Moji, \$1.50, old rate \$1.85; Shanghai, \$1.40, old rate \$1.95; Hongkong, \$1.50, old rate \$2.00. The four months' return rates compare as follows: Yokohama, \$187.50; Kobe \$105; Moji, \$95; Shanghai, \$1.00; Hongkong, \$1.25. The former rate for this ticket was; Yokohama, \$1.65; Kobe, \$1.75; Moji, \$1.00; Shanghai, \$1.00; Hongkong, \$1.00. The old rates for Yokohama to Hongkong in second class ranged from \$1.00 for the single fare to Yokohama and \$1.50 for the round trip, returning within four months, to Hongkong \$1.65 for the return trip. The new rates range from \$85 for the single fare to Yokohama and \$1.25 for the round trip within four months to \$1.00 for the single fare to Hongkong and \$1.50 for the round trip.

The steerage rates are unchanged, remaining at \$13.50. This is the rate agreed upon some time ago by the Bureau for the North Pacific transpacific lines. Some time ago the War Office sought to obtain permission from the Bureau to make a cut of ten dollars in these fares, but the application was refused.

The Canadian Pacific Railway and Hill Line fares are in excess of those previously charged by the Japanese line. The fare to Yokohama by the Empress steamers from Victoria and Vancouver is \$100, and to Hongkong, \$125.

Return of visitor to the City Hall Library and Museum for the week ending the 23rd October, 1910.

LIBRARY MUSEUM.**NON-CLOSING.****CLOSING.****OPENING.****CLOSING.**

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama; Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF CHINA" SATURDAY, OCT. 19TH.

"MONTEAGLE" TUESDAY, NOV. 8TH.

"EMPEROR OF INDIA" SATURDAY, NOV. 19TH.

"EMPEROR OF JAPAN" SATURDAY, DEC. 17TH.

"EMPEROR OF CHINA" SATURDAY, JAN. 14TH.

"MONTAIGLE" WEDNESDAY, JAN. 25TH.

"Emperor" Steamers will depart from Hongkong at 7 a.m.

"Montagle" 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Emperor" Steamers on the Pacific and on the Atlantic are equipped with the Marconi-wireless apparatus.

Passenger booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berths in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and comodities being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to:

L. W. SHADDOCK, General Traffic Agent,

Ccorner Pedder Street and Praya (opposite Blake Pier).

12.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI via SWATOW	KWONGSANG	THURSDAY, 27th Oct., D'light.
SHANGHAI, KOBE & MOJI	FOOKSANG	THURSDAY, 27th Oct., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 28th Oct., 4 P.M.
SHANGHAI	TUNGSHING	SATURDAY, 29th Oct., Noon.
SHANGHAI	CHIYOSANG	MONDAY, 31st Oct., Noon.
S'PAGORE, PENANG & CALCUTTA	KUTSANG	MONDAY, 31st Oct., 5 P.M.
MANILA	YUENSANG	FRIDAY, 4th Nov., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPING 24 DAYS).

The steamers *Kelang*, *Nanjing* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Bus) and Moli to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantzea Port, Ghafou, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukai, Jastalon and Lubuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.

Telephone No. 215, Hongkong, 25th October, 1910.

General Manager.

12

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australasian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (dubed, *Chew*, *Liam*, *Chiak*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaves Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yantze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares.—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 26, Hongkong, 25th October, 1910.

19

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Ships	Capa-	Capa-	For	Sailing Date.
SAFIRO	850	A. Fraser	MANILA	SATURDAY, 26th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

Telephone No. 200, Hongkong, 25th October, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For	Steamers	G.	Tonnage	Leaves
VICTORIA, B.C. & TACOMA	"CHICAGO MARU"	6,182	WEDNESDAY, 2nd Nov., at Noon.	
MOJI, KOBE AND YOKO-				
HAMA				
VICTORIA and TACOMA	"TACOMA MARU"	6,178	WEDNESDAY, 3rd Nov., at Noon.	
MOJI, KOBE AND YOKO-				
HAMA				

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDESHIP. A limited number of Cabin passengers carried at low rates. Well adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOGHOW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 30th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisskin Kito Kalsha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Ningking.

Fair speed. Superior passenger accommodation, Electric light throughout. First class cabin.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 26th October, 1910.

S. HIROI, Manager.

Shipping—Steamers.

CONSIGNERS.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 29th October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's SR. MARU, 10,381 tons, from Colombo, Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. MARU, due in London on 10th December, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent

Hongkong, 26th October, 1910.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA."

Captain S. Barcham, will leave for SHANGHAI on FRIDAY, the 28th inst., at Daylight. For Freight or Passage, apply to

E. A. HEWETT,

Superintendent

Hongkong, 26th October, 1910.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA."

Captain S. Barcham, will leave for SHANGHAI on FRIDAY, the 28th inst., at Daylight. For Freight or Passage, apply to

E. A. HEWETT,

Superintendent

Hongkong, 26

Consignees

COMMERCIAL.

NOTICE TO CONSIGNEES,
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 20th inst. will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASOON & CO., LIMITED,
Agents,

Hongkong, 25th October, 1910. (667)

TO-DAY'S EXCHANGE.

	SELLING.	BUYING.
London—Bank T.T.	10 1/2	10 1/2
Do demand	10 1/2	10 1/2
Do 4 months' sight	10 1/2	10 1/2
France—Bank T.T.	2 3/8	2 3/8
America—Bank T.T.	4 1/2	4 1/2
Germany—Bank T.T.	1 1/2	1 1/2
Iddia T.T.	1 1/2	1 1/2
Do demand	1 1/2	1 1/2
Shanghai—Bank T.T.	7 1/2	7 1/2
Singapore—Bank T.T. per H.K. Shoo	8 1/2	8 1/2
1/ps—Bank T.T.	9 1/2	9 1/2
Java—Bank T.T.	11 1/2	11 1/2
Bengal	11 1/2	11 1/2
4 months' sight L/C.	11 1/2	11 1/2
5 months' sight L/C.	11 1/2	11 1/2
6 days' sight Sac Pco & New York	11 1/2	11 1/2
1 month's sight do	11 1/2	11 1/2
10 days' sight Sydney & Melbourne	11 1/2	11 1/2
4 months' sight France	12 1/2	12 1/2
1 month's sight Germany	12 1/2	12 1/2
Bar Silver	12 1/2	12 1/2
Bank of England rate	5 1/2	5 1/2
Sovietzky	5 1/2	5 1/2

RUBBER STATE RETURNS.

August Sept. Total.

Allagar 5,550 21,970

Alor Pongan 2,379 2,618 12,157

Alma 1,000 1,100 4,850

Anglo Malay 52,642 59,162 464,118

Ayer Kuning 195 320 1,786

Ayer Molak 1,810 8,900

Ayer Panas 1,090 4,550 4,339

Balgowrie 8,000 7,651 76,357

Balik Rabit 1,200 1,300 3,355

Banting 3,400 4,123 19,307

Batu Caves 15,807 16,728 104,070

Batu Tiga 8,315 9,602 6,870

Bertam 12,000 7,543

Bikam 2,500 3,145 16,767

Bireh 1,139 1,675 5,892

Bukit Kajang 5,513 5,293 34,164

Bukit Rajah 35,903 27,643

Bukit Lintang 4,000 4,700 29,970

Bukit Timah 873 1,422 3,861

Bukit K. B. 301 612 1,605

Carry United 12,350 12,500 66,550

Castledale 4,179 5,047 31,658

Changkat Serdang 3,861 3,742 26,389

Changkat Salak 1,500 2,157 7,148

Cheng 950 950

Clely 78,166

Consolidated Malay 104,335

Caledon 23,000 26,000 179,127

Chumor 8,747

Chersonese 2,600 2,385 10,450

Damansara 93,490 258,100

Edinburgh 6,500 48,750

Federated (Selangor) 17,938 91,348

F.M.S. Rubber 33,100 34,145 413,863

Gedong 22,000 22,000 117,109

Glencairn 2,001 2,132 15,571

Glenmal 4,788 4,784 19,493

Golden Hope 10,072 9,120 52,182

Golconde 86,853

Gula Kalunpong 10,800 20,800

Hai Kee 590 720 2,508

Harpended 11,000 12,000 57,930

Haytor 618 967

Heawood 1,100 1,168 4,000

Hill & Lowlands 39,847 43,173 57,183

Hock Kenneth 10,121 12,300 12,285

Jedangis 861 703 4,041

Jimah 100 100

Jing 10,018 9,512 60,183

Jeling 20,170 21,880 162,400

Kapar Para 50,708

Kamuning 8,880 8,840 137,612

Kempsey 3,950 4,099 27,134

Kepong 4,500 21,700

Kiebang 212 488

Kota Tinggi 600 670 4,428

Kuala Klang 12,411

Kura 3,001 3,141 10,458

Kua Rub. Ext. 3,737 3,870 25,454

Kuala Lumpur 47,280 49,156 140,350

Labs 15,356 28,481 142,508

Lanadron 32,106 31,097 28,587

Lebury 10,038 10,535 83,122

Lisleg 75,100 78,000 587,000

London Asiatic 17,018 18,678 112,780

Makha Pinda 331 331

Malacca Plant 27,000 33,000 230,000

Mandal Tecon 234 470 740

Merton 2,250 2,178 11,778

New Berendia 605 1,200

New Singapore 60 60 120

North Hummock 35,810

Nova Scotia 16,300 17,500 83,050

Pajam 3,100 3,100 22,500

Pating 28,000 28,564 234,021

Pegoh 3,000 3,204 30,420

Pengkalan Durian 835 1,156 2,950

Pent Plant 12,000 12,000 85,440

Pot Dickson 785 1,033 6,120

Radella 1,017 1,017

Riba Rubber 5,797 6,799 47,245

Ribas 18,100 20,000 110,529

Ratani 2,000 2,050 11,604

Rhee Growers Assn. 5,010 5,010 25,027

St. Halesa 105 105 735

Seng 7,000 6,411 54,771

Selah 7,000 8,072 46,018

Seng Chok 4,830 5,353 26,121

Seng Kapau 6,501 6,713 67,025

Sengkuang 2,071 2,093 35,104

Selvaros 2,071 2,093 35,104

Sembawang 5,700 5,700 25,741

Sengkawang 1,000 1,000 1,000

Sengkawang 500 500 1,000

Sengk

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 3.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MARKET PRICE BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$15,000,000	\$1,019,300	5/- for first half year ending 30.6.10 @ ex- dividend date 1/6 = \$124.45	5 %	{ 5000 sellers 2500 buyers
National Bank of China, Limited	96,925	47	46	{ \$4,000 \$1,000,000	\$30,550	5/- (London 1/6) for 1903	...	500 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$20	\$20	{ \$1,500,000 \$1,500,000 \$1,500,000	\$208	5/- for 19.9	81 %	\$125 ex div.
North China Insurance Company, Limited	10,000	415	45	{ Tls. 250,000 Tls. 650,000 Tls. 1,500,000	Tls. 305,710	Final div. of 7½% for '09 making 35% in all...	5 %	Tls. 115
Union Insurance Society of Canton	18,400	\$250	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$207,084	Final of \$10 per share, making in all \$100 per share for 1908 and an interim dividend of \$10 per share for 1909	...	840
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000	\$207,617	5/- for year ending 31.12.08 and interim of 5/- on account of 1909	74 %	1195
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	\$428,400	50/- and bonus 5/- for 1908	7 %	\$115
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000	\$426,218	5/- for 1908	8 %	{ 3500 sellers 1500 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$1,7743 \$1,000,000	Dr. \$3,777	5/- for 1908	...	500 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$1,000,000	nil	5/- for year ending 30.6.1908	...	500 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$1,000,000	\$20,700	Dividend of \$1½ for 30.6.10	24 %	500 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	{ \$1,000,000	47,527,8.2	6/- for 1907 on preference shares only @ ex-dividend date 1/6 = \$1.154	...	558
Do. Do. (Deferred)	60,000	45	45	{ \$1,000,000	47,527,8.2	Final div. of 2/6 per share (coupl. 1/4) making in all 4/6 per share, for '09 & an int. div. of 1/6 per share on ac. for '10	5 %	813
"Shell" Transport and Trading Company, Limited	2,000,000	41	41	{ \$1,000,000 \$1,000,000	2102,994	A dividend of 7½% for yr. ending 30.4. 1910	5 %	510
"Star" Ferry Company, Limited	10,000	\$20	\$10	{ \$1,000,000	\$1,159	A bonus of 5% for yr. ending 30.4. 1910	5 %	510
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$1,000,000	Dr. \$1,000	5/- for half year ending 30.6.1910	6 %	345 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Dr. \$1,155,891	5/- for 1907	...	515 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	Pa. 10	Pa. 10	{ \$1,000,000 \$1,000,000	\$1,435	Interim of 1/6 for 1903 (coupon No. 14) First year	9 %	Tls. 19 Pa. 12
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ none	none	5/- per share 1/16 dividend	...	57 sellers
Raub Australian Gold Mining Company, Limited	150,000	41	15/10	{ \$1,728	none	Final of Gold \$0.65 for 1909 in all G \$1.15	5 %	30/-
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	{ none	none	5/- per share 1/16 dividend	...	50 sellers
DOCKS, WHARVES & GODOWN.								
Fawick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,000,000	Dr. \$20,460	5/- for year ending 31.12.06	...	50 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,000,000	\$206,547	5/- for 1907	41 %	554 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000	\$233,705	5/- for half year ended 30.6.1909	8 %	540 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	{ Tls. 60,000 Tls. 100,000	Tls. 6,451	Final of Tls. 31 making Tls. 6 in all for year 1904-1910	8 %	Tls. 72
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 150,000	Tls. 9,232	Interim of Tls. 3 for 1910	7 %	Tls. 100
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 4,214	Tls. 6 for year ending 1912.13	58 %	Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000,000	\$24,044	8% for 1901-1902	6 %	5125 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$1,000,000	\$1,277	5/- on old shares \$1.50 on new shares for half year ending 30.6.10	6 %	{ 572 sellers 1500 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$1,000,000	\$1,277	Interim of \$1.50 for 1910	7 %	1000 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,000,000	\$1,471	45 cents for 1909	6 %	572 sellers
Kowloon Land and Building Company, Limited	6,000	\$25	\$25	{ none	\$260	5/- for 1909	8 %	515 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,000,000 Tls. 100,000	Tls. 6,969	Interim of Tls. 3 for 1910	68 %	Tls. 221 sellers
West Point Building Company, Limited	12,500	\$20	\$20	{ none	\$1,938	Interim of \$1.50 for 1910	58 %	\$35
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ Tls. 10,000,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	84 %	Tls. 101 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 40,000,000 Tls. 10,000,000	\$9,152	50 cents for year ending 31.7.08	...	515 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 17,000,000	Tls. 4,373	Tls. 12 for year ending 30.9.09	10 %	Tls. 51 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 4,819	Tls. 6 for 1909	10 %	Tls. 50 sellers
Soy Choo Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	{ Tls. 31,172	Tls. 31,172	Tls. 5 for 1909	17 %	Tls. 220 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/5	12/6	{ \$1,000,000	\$648	15% per share for 1909	...	18 sellers
China-Borneo Company, Limited	60,000	\$25	\$25	{ \$1,000,000	nil	60 cents for 1909	61 %	59 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	{ \$1,000,000	\$30,428	60 cents for year ended 31.2.06	...	5120 sellers
Do. Do. Social shares	50,000	\$15	\$15	{ \$1,000,000	\$2,602	60 cents for 1909	10 %	58 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000	\$1,993	5/- for year ending 31.10.09	517 %	515 buyers
Dairy Farm Company, Limited	40,000	\$75	\$6	{ \$1,000,000	\$1,993	Interim of 15 cents per share for 1910	5 %	515 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000,000	\$670	10 per cent, viz. \$1.40 for 1909	12 %	512 sellers
H. Price & Company, Limited	18,000	\$10	\$10	{ \$1,000,000	\$670	A dividend of \$1.25 per share and 5/- bonus of 10 cents per share for year end. 31.12.10	6 %	510
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000,000	\$1,016	Interim of \$1 per share for 1910	6 %	515 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000,000	\$9,796	Interim of \$1 per share for 1910	51 %	5100
Hongkong Roy Manufacturing Company, Ltd.	60,000	\$25	\$25	{ Tls. 57,500 Tls. 61,024	Tls. 116,682	3rd interim dividend of Tls. 35 making in all Tls. 37 for 1910	5 %	{ 515 sellers 515 buyers
Maastrichtsche IJssel Mijl, Bosca en Landschouw polders in Langkawi, Limited	25,000	Gs. 100	Gs. 100	{ none	Tls. 10,000	50 cents on full shares and 5 cents on 1/2 share for 1910	512 %	515 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none	Tls. 10,014	50 cents on full shares for year ending 30.4.10	512 %	515 sellers
Peak Tramways Company (new)	75,000	\$10	\$10	{ none	Tls. 18,610	None	...	515 sellers
Philippines Company, Limited	1,000	{ Tls. 21,522	Tls. 5,250	No dividend this year	10 %	Tls. 2151
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 5,250	First year	...	515 sellers
Societe des Pulpes et Papeteries de Tonkin	15,200	Benefit shares	25	{ none	none	None	...	515 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ none	none	None	...	515 sellers
Steam Laundry Company, Limited	20,000	\$15	\$15	{ none	none	10% for year ending 31st May 1910	512 %	515 sellers
Union Waterfall Company, Limited	50,000	\$10	\$10	{ \$1,000,000	\$1,000,000	60 cents for year ending 31.12.08	5 %	515 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ none	\$1,424	15% per ordinary share for year ended 31.5.10	5 %	515 sellers
Watkins Limited	10,000	\$10	\$10	{ \$1,000,000	\$1,000,000	55 cents for 1909	5 %	515 sellers